WELL LOCATED ACRES IN RICHMOND AWAIT GREAT INDUSTRIES

Deep Water Channels, Splendid Railroad Facilities, Good Labor Market and Low Priced Land Make Ideal Combination—Suggested Location for Free Port

Manufacturers who have been hestating to purchase and build new plants will find themselves in a tight place in a few months if space available for industrial development continues to go out of the market as rapidly as it has gone during the last few months. There are no properties of any size available now along the Manhattan shores. The Berjum and France, and the demand is not proportions—that only a few parceis are now available, and these generally are in the extreme northerly parts, like Greenpoint, or in northerly parts, like Greenpoint, or in gueens. The Bronx still has a few fairly large sized areas to offer but demand is the likelihood of the plant. The fast taking them out of the market and the likelihood is that unless the manufactors will be equally as serious a question as the building of the plant. The great demands placed upon the continues to be a minimum and endeavors to obtain additional space.

Building materials and machinery, it was recently pointed out at a conference among economists, building material, would be sorely needed for the rehabilitation of Belgium and France, and the demand as great influence in the selection of these sites for the industrial plants. The Kill van Kull (which means the River of the Bay). Staten Island Sound, the Hudson River, East River and the second the second the work of Erastus Wiman, well known as a great industrial developer. In the product of the world."

The great demands placed to continue to the world on the north by the shores of Staten Island—the very heart of the shipping interests of the world on the north by the shores of Staten Island—the very heart of the shipping interests of the Western Hemisphere—undoubtedly had a great influence in the selection of the shipping interests of the Western Hemisphere—undoubtedly had a great influence in the selection of the shipping interests of the Western Hemisphere—undoubtedly had a great influence in the selection of the Western Hemisphere—undoubtedly had a great influence in the selection of the Western He large sized areas to offer but demand is fast taking them out of the market and the likelihood is that unless the manufac-Bronx River he will not be able to find Brong River he will not be able to the anything suitable to his use. Along the Jersey side of the Hudson there remain but two or three large properties which might be considered desirable sites for large industrial developments. Therefore there remains but one other part of the shore line of the city of New York which can yet be obtained. and at reasonable figures. This is along the shores of Staten Island.

The great demand for plers, docks, warehouses and manufacturing prop-erties which has been steadily growing during the last fifteen to eighteen months, and which demand is steadily being increased by the commandeering of more properties needed by the Fed-eral Government to successfully carry on the war programme, is bound to have its effect on the available space. Cessation of building operations, due in large extent to the misunderstanding the wishes of the Government, has added greatly to the "squeeze" which manufacturers are experiencing. The Government authorities have indicated that it was not their intention to restrict building which was needful to housing of essential industries or to the health

of essential industries or to the health of the inhabitants.

The misunderstanding is vanishing gradually and Washington advices indicate that the authorities are beginning to realize more and more that building is necessary to meet the requirements of the port of New York. It stands to reason that if the Government continues to commandeer space as it is doing almost weekly there will soon be none left for the very industries which are left for the very industries which are manufacturing war products and other essential commodities. There is but on-means of providing the space which the Government wants, and that is by building. But the Government cannot delay its needs and has been forced to take over existing structures. Therefore it seems only fair to assume that the authorities, having realized the fact that the supply of space is rapidly decreas-ing through its commandeering of larger areas, are more leniently disposed toward providing new space by permit ting new construction. Manufacturers have shown a disin-

clination to build, however, partly be-cause of the delay in delivery of ma-terials and partly because of the labor situation. But while both these conditions were an important factor during the period when the Government was erecting great cantonments and other buildings immediately needed for war purposes the situation has eased up somewhat, since this class of building is gradually diminishing and the "work or fight" order has greatly added to the available labor supply. The time, there-fore, seems right for manufacturers who

ton as the building of the plant. The great demands placed upon the copportunity now, apparently, is far better without foreign competition than it will be when foreign demands begin to come. And it might be added that many American plants now producing of meeting requirements. There is nothing more convincing of the fact

- Steam Cars

+ Trolley Cars

Staten Island Great Industrial Centre

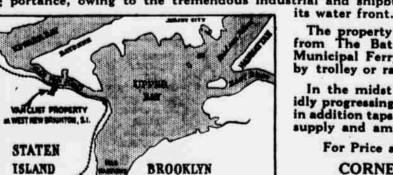
SHIP BUILDING AND INDUSTRIAL SITES AND PLANTS

THE VAN CLIEF TERMINAL

1864 Feet New York City Water Front

14 Acres for Shipping, Manufacturing, or Storage Within the Free Lighterage Limits Railroad passes through the Property

Connection with all Trunk Lines at New York City Rates The property is on the Kill Van Kull, to-day one of the most important waterways, not only in the Port of New York, but in the country, and fast growing in greater importance, owing to the tremendous industrial and shipbuilding development along



The property is reached in 35 minutes, from The Battery, Manhattan, by the Municipal Ferry to St. George and thence by trolley or railroad, at a ten-cent fare.

In the midst of an old established, rapidly progressing community, this property in addition taps a region of unlimited labor supply and ample housing facilities.

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Leading Into Newtown Creek

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FACTORY SITE FOR SALE 8 ACRES—ON RAILROAD

WILL FINANCE BUILDING

market within easy reach.

The west shore of Staten Island offers the greatest chance for exploitation to-day, according to Floyd S. Corbin, waterfront specialist, because it fronts on a deep water channel 300 feet wide, which when plans are completed, will permit of the entrance of the largest ocean going vessels, without having to pass through the Narrows and across the bay. A proposed railroad, which would be an extension of the Baltimore and Ohlo, would be a simple matter and would offer exceptional rail facilities. Much of the land available is of the best type, being on an average of one foot above mean high water. Therefore no piling would be necessary. Large portions of this property is underlaid with a stratum of from fifteen to twenty-five feet of clay, sand and gravel, making it feasible to build canals into the property and at high tide thirty-five feet, so that the largest ships could pass.

The channel which serves this territory is protected and does not freeze over. It is to-day the most important waterway in the world. The amount of tunings which passed through it. according to the last Government report was 30,000,000 a year. The Government has completed dredging the channel to a depth of twenty-five feet at low water, and a movement is now under way to get an appropriation to have the channel deepened another five feet for its entire length, which would make the depth of water at low tide thirty-five feet and at high tide thirty-five feet, so that the largest ships could pass.

One story brick Building: sprinkler, heat, power, at freight stations: flooded with light: excellent labor; immediate possession; low rent. possession, low rent.

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20,000 SQ. FEET

Plan Large Terminal for Staten Island Shore FACTORIES EVERYWHERE TO BE A Stocken Burney N. St. J. Bloom St. Robert A. Stockenburgh. Newark. N. J.

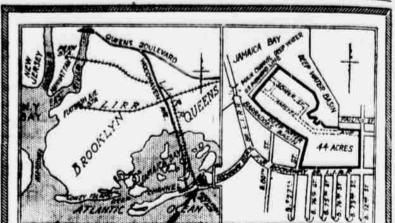
The adaptability of certain water front properties to their greatest use is not apparent to the casual observer unless there is presented to thin some plan, carefully drawn and worked out by an extended mind. The accompanying feet on the Kill van Kull, from which shift a mile wide at this specified into the upland, which is laid out, provide an means of cheap transportation for coal are designated upon petition by revenue are designated upon petition per designated upon petition are designated upon petition by revenue are designated upon petition are designated upon petition per designated upon petition are designated upon petition are de The advantages thus offered provide a post sold are designated upon petition by revenue means of cheap transportation for coal are designated upon petition by revenue and raw materials, though the terminal officials. They are locations which permeans of cheap transportation for coal are designated upon petition by revenue and raw materials, though the terminal officials. They are locations which perits not dependent entirely upon water into dependent entirely upon water into foringing in raw material, manufrassportation. The Baltimore & Ohio Railroad passes through the property at a point about 700 feet behind the proposed pierhead line, leaving an area of \$210,000 square feet between these points. square feet between these points. as capital will be needed to carry on the The Van Clief property also contains industries the adoption of such a prac-280,000 square feet between the railroad tise might be looked for.

JERSEY FACTORY LEASED.

The McGann Warehouse Company has rented for a long term the property for-The Van Clief Terminal is within the merly occupied by the Gould & Eber-free lighterage limits of the Port of hardt Company, with a frontage on New New York. It can be reached from the Jersey Rallroad avenue of 210 feet, on free lighterage limits of the Fort of New York. It can be reached from the Battery, New York, by the municipal ferry to St. George and thence by trolley or railroad, in thirty-five minutes, at a 10 cent fare. Cornelius G. Kolff of 52 Broadway, New York, into whose hands the property has been placed for dieposal, is very enthusiastic over the future of Staten Island. He has termed the Upper Bay the heart of the shipping of the world and quotes Erastus winsen, who said, "It is the place where the products of a continent meet the tonnage of the world." His enthusiasm is based on the great increase in the traffic on the Kill van Kuil and the steady development on this body of

steady development on this body of water along the New Jersey side. The amount of tonnage passing through this waterway, which is known by the United States Government as the channel between New York and New Jersey, according to the last Government report was 20,000,000 tons of a value of \$515,000,000 a year. With the added industrial activity due to the war and the

o00,000 a year. With the added industrial activity due to the war and the prospects of what is to come after, the future development is expected to exceed any movement ever experienced Van Alst avenue, 50 feet north of Camelia street, Long Island City.



FOR SALE

NEW YORK CITY

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250 Acres, with over 5,000 feet of Water Front

CLASON POINT

On East River, at mouth of Bronx River, a large tract, including full

RIPARIAN RIGHTS

with established pier head lines allowing 1,000 foot piers. This property is free and clear and must be sold to close an Estate. Ferry to College Point, Long Island, tapthe heart of great war industrial activities in College Point, Flushing, etc.

Both these properties have unsurpassed shipping facilities by rail and boat. They offer an exceptional opportunity for the location of shipbuilding yards and industrial plants, or for investors, or for developers for the housing of labor in surrounding industrial centers.

Two wonderful Water Fronts worthy of Investigation.

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Eighty-six Great Industries.

FOLLOWING are the principal industrial plants now located or Staten Island:

Singer Manufacturing Company Creacent Ship Cempany New Jersey Dry Dock Company Heidritter Lumber Company Standard Oil Company Galena-Signal Oil Company American Agricultural Chemical Com-pany

pany Waclark Wire Company. American Sanitary Plumbing Company. Standard Oil Company. Grasselli Chemical Company. Warner-Quinlan Asphalt Company. American McKenna Reroll Rail Com-

pany. Ammo-Phos Corperation. Mexican Petroleum Manufacturing Company.

Pany.

Pany.

Williams & Clark Company.

Williams & Clark Company.

Warner Chemical Company.

Inter-Ocean Oll Company.

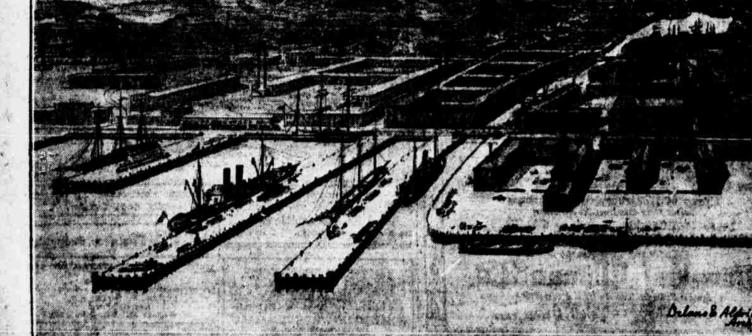
Wheeler Condensing and Engineering.

Wheeler Condensing and Engineering Company,
B. Moore & Co.
Lieblg Manufacturing Company,
American Lucol Company,
Chrome Steel Company,
Armour Company,
International Nickel Company,
Port Reading Coal Docks.
Maurer Brick Worke
Maurer Brick Worke
Barber Asphait Company,
American Smelting and Refining Company,

American
pany
United Lead Company
Lehigh Valley Railroad Terminal
Lehigh Valley Railroad Coal Docks
New Jersey Portland Cement Company
Public Service Corporation
Perth Amboy Terra Cotta Company
Rocssiacher-Hassiacher Chemical Com-

pany.
Siandard Underground Cable Company.
Siandard Underground Cable Company.
Siandard Underground Cable Company.
United States Wood Preserving Company.
Ashiani & Dutton Company.
Raritan Copper Company.

Atlantic Terra Cotta Company
Tottenville Copper Company,
Kreischer Brick Manufacturing Company
Kreischer Brick Manufacturing Company
International Ultra-Marine Works.
Oskiand Chemical Company
Rossville Brick Works
American Linoleum Manufacturing Company
Procter & Gamble Company
Carpenter O'Brien Lumber Company
Procter & Gamble Company
Milliken Bros.
Standard Varnish Works
Dean Linesed Oil Company
National Lead Company
Staten Island Ship Building Company
Van Cilef Sawmill.
C. W. Hunt Company
McAllister Dry Dock
Old Staten Island Dyeing Company
McWilliams Ship Yard.
Staten Island Transit Proceed
King Plaster Mill.
Baltimore and Ohio Docks and Piers
American Dock Terminal Company
Williams Lumber Yard
Thompson Lumber Company
Jaburg Bros.
Merriti-Chapman Wrecking Company
S. S. White Dental Company.
S. S. White Dental Company
Nucos Butter Company
Podge & Oicott.
Oil Seeds Company.
Texas Company
Texas Company
Tantor Manufacturing Company
Rafety Insulated Wire Company
Tantor Manufacturing Company
Tale Water Oil Company
Tide Water Oil Company
Standard Shipbuilding Corporation
Pacific Coasi Horas Company
Lerger Point Chemical Company
Columbia Oil Company
Columbia Oil Company
Columbia Oil Company
Columbia Oil Company
Downey Shipbuilding Corporation



war products will be called upon to roan to see the hundreds of ships riding and, beside the labor available on the salary themselves to meet the after the at anchor day after day without carwar products will be called upon to adient they would like to erect new plants to choose sites and start development. Their fears that at the conclusion of the war great quantities of space will be placed on the market again as the Government releases building after building should be allayed by the prophecy of the Collector of the Port of New York, Byon R. Newton, whe sees in the future much greater possibilities for New York. Byon R. Newton, which is still and their action has been responsibilities for New York. Byon R. Newton, which is still and sound as an appropriate and as space is at present. The manufacturers to locate their plants on as space is at present. The manufacturer who has wisely chosen a site is large enough to permit of expansion and has boult his plant will find himself better fortified to meet this expansion which is anticipated from business and attempts

The close proximity to that part of the understance of the proximity to that part of the plants of the understance of the proximity to that part of the proximity to that part of the same retired from business and attempts

The close proximity to that part of the understance of meet the after the safter day without car, and there are no please and other shipping facilities where they may be acuse there are no please simply because there are no please and other shipping facilities where they may be acuse there are no please and other shipping facilities where they may be acuse there are no please simply because there are no please and other shipping facilities where they may be acuse there are no please and other shipping facilities where they may be acuse there are no dother shipping facilities where they may be acuse there are no dother shipping facilities where they may be acuse there are no dother shipping facilities of space is may be acuse there are no dother shipping facilities of space is may be acuse the normal facilities of space is may be acuse there are no dother shipping facilities and other shipping facilities and other shipp

The west shore of Staten Island offers not only large acreage to offer, but the

Governments. The greatest activity along this line is at Clifton, where the Pouch Terminal and Dreyfus Rubber Company are extending facilities; Mar-iners' Harbor, with its huge warehouses, and Port Richmond and along the Sta-ten Island Sound. Staten Island, which is a part of the

staten island, which is a part of the city of New York, has all the features of the city. Police and fire protection in there, good macadam roads, railroad lines and trolleys, with convenient ferries and a proposed tunnel, which is to link up with the great dual subway system. One of the big trunk lines, the Baltimore and Oble, tags the territory. Baltimore and Ohio, taps the territory

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and Richmond Terrace, along which runs a trolley line to St. George. The creek extends the entire length of the

property, giving every portion of the land water transportation.

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